

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 2481-02  
Bill No.: HB 1353  
Subject: Business and Commerce; Motor Carriers; Transportation; Transportation Dept.;  
Type: Original  
Date: February 13, 2002

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**FISCAL SUMMARY**

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Local Government</b>	<b>(\$100,000 to Unknown)</b>	<b>(\$50,000 to Unknown)</b>	<b>(\$50,000 to Unknown)</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 4 pages.

## FISCAL ANALYSIS

### ASSUMPTION

Officials at the **Department of Transportation** assume that the proposal would have no fiscal impact on their agency.

The **Department of Transportation (MoDOT)** stipulates that the increased weight limits will cause wear and shortened pavement life on primary and secondary systems. **Oversight** notes that this will likely result in higher maintenance costs in the long term for both **MoDOT** and local governments.

Officials with the **City of Kansas City** assume the proposal would have no direct fiscal impact .

Officials with the **City of Harrisonville (COH)** assume the following:

The 291-North Commercial Street – US 71 intersections are currently at a Level D service. A significant increase in trucks would likely decrease the level of service of the cities' most important intersection to Level F. Upgrading this short stretch of roadway and adjacent intersections to Level C service would require between 10 million and 30 million dollars. This would include a new/expanded bridge over US 71, condemning several businesses for future roadway expansion and utility relocates, widening and improving US 291, the upgrade of traffic signals and possible improvements to the US 71 access ramps.

COH also assumes that if the Kansas City Commercial Zone does expand, the city will likely purchase a scale, a van, and hire an additional employee to ensure that the trucks stay on US 291 and US 71. The start up costs would be approximately \$100,000 and an additional \$50,000 annually.

COH also notes that if the level of service is decreased, the traffic congestion would have a negative impact on the city's most important commercial area. Consequently, the city's sales tax revenue would also be decreased.

**Oversight** assumes the \$10 - \$30 million road upgrade costs will be allocated over a period of years.

### FISCAL IMPACT - State Government

FY 2003  
(10 Mo.)

FY 2004

FY 2005

	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
<u>Cost – City of Harrisonville</u>			
Start up Costs	(\$100,000)	(\$50,000)	(\$50,000)
Road Upgrades	(Unknown)	(Unknown)	(Unknown)
<b>ESTIMATED NET EFFECT TO LOCAL GOVERNMENT FUNDS</b>	<b><u>(\$100,000 to Unknown)</u></b>	<b><u>(\$50,000 to Unknown)</u></b>	<b><u>(\$50,000 to Unknown)</u></b>

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

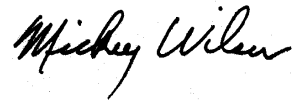
DESCRIPTION

This act expands the commercial zone around the south side of Kansas City to Harrisonville along Highways 71 and 291.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Transportation  
 City of Kansas City  
 City of Harrisonville

A handwritten signature in black ink, reading "Mickey Wilson". The signature is written in a cursive, flowing style.

Mickey Wilson, CPA  
Acting Director  
February 13, 2002